

**From:** [Paul Tseng](#)  
**To:** [SR 520 DEIS Comments:](#)  
**CC:** [Robert Phelps:](#)  
**Subject:** comment on proposed SR520 plan  
**Date:** Tuesday, October 31, 2006 11:28:15 AM  
**Attachments:**

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Dear WSDOT,

**I-1098-001** I read with interest a Seattle Times article from September 29 concerning the "Pacific Interchange" plan for Highway 520. The plan is shown to include a high-level overpass that begins on Foster Island, through Marsh Island, and ending near Husky Stadium. I am concerned about the negative impacts such an overpass might have on the surrounding environment.

Presumably the overpass will need to have high enough clearance for tall sailboats and be able to withstand major earthquakes, which will make it the dominant structure for miles around. And its impact on the wildlife in that area will more likely be negative than positive (more noise, more columns, more air pollution).

Foster Island and Marsh Island are popular with hikers, dog walkers, canoeists, kayakers, and they are unique as a wetland easily accessible within urban Seattle.

It is one of the hidden treasures that my out-of-town visitors always remember fondly.

Imagine trying to enjoy a quiet afternoon walk/paddle in nature with a noisy concrete overpass overhead! :(

The overpass will also impact the area south of Husky Stadium, where it would run through.

This area currently comprises a parking lot as well as the Waterfront Activities Center, the Canoe/Kayak House, and the Climbing Rock. There is also a marsh area a little bit northward, where herons, blackbirds, muskrats, and beavers make their home.

This is an area where families come on weekends for picnics on the grassy lawns, after possibly an afternoon of sailing, canoeing, kayaking or rock climbing. An overpass through here will affect that.

## **I-1098-001**

### **Comment Summary:**

Pacific Street Interchange Option

### **Response:**

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

**I-1098-001** | I appreciate that there will be no easy solutions to the 520 issue. However, I would like to ask the WSDOT to give careful consideration to the impacts of each plan, with detailed walk-through site visits, before reaching any decision. In our urban environment, open green spaces are few and should be preserved for future generations as much as possible.

Thank you.

Paul Tseng  
Professor  
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P.S. I was recently made aware of the WSDOT DEIS on SR520, but regretfully have not had time to read it in detail and thus respond directly to it.